

The Shiner Gazette

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SHINER, - - - TEXAS.

TEXANETTES.

Canadian went anti-prohibition.
Bell County Sunday School association met at Troy.

Brownville expects to have a rice mill.

Oil stock exchange has opened at Galveston.

Local option campaign is on in Comanche county.

Cooke county Democratic primaries will be held Feb. 15.

The 3-year-old son of E. C. Parker burned to death at Minden.

Rural free mail delivery is now in operation out of Farmersville.

Unlaid carpenters of Panis demand a nine hour law after Jan. 1, 1902.

A chapter of the Order of the Eastern Star has been organized at Brownsville.

Dr. J. H. Sears, twice president of the Texas Medical association, died at Waco.

The Temple street fair and carnival, held last week, was a success in every particular.

The Richy homestead at Paris, the oldest building in that city, was destroyed by fire.

Correllana will have a street fair and carnival, beginning the 10th and continuing six days.

W. T. Hyde of Taylor was elected captain of next year's University of Texas football team.

J. M. Bayard of Burleson was run over and killed by a Santa Fe train at Clifton, Bosque county.

John Skagg, who lost a foot while switching at Sherman, has sued the Frisco railway for \$5000.

Dr. Charles F. Norton, secretary to State Health Officer Tabor, has resigned, owing to ill health.

Rufus Cardray, a barber, was found dead on the railroad track near Gonzales with a pistol in his left hand.

The Masonic lodges of San Antonio have paid \$10,000 for a lot and will thereon a temple five stories high.

A. McMillan, 75 years old, died the Confederate hero at Austin, served in company A, Sixty-sixth Texas Infantry.

William von Rosenberg, Sr., a resident of Texas since 1849, died at San Antonio. He had been a resident of the latter city since 1854.

All bona fide editors are invited to be at Nacogdoches Dec. 27-28 at the meeting of the East and South Texas Press association. The people of that city extend a hearty invitation.

Thirty-five acres for reunion grounds have been purchased by the Confederate Veterans and Old Settlers' association of Hill county. The grounds are not far from the city of Hillsboro.

The cases against Eugene Falkner and John Chapman, convicted at Dallas on charge of burning Pete Bain of Garland to death in a Dallas saloon, were reversed by court of criminal appeals. Falkner was given death sentence, Chapman life imprisonment.

Frank Blanton, who has been for the past nineteen years in the penitentiary, will be returned to Corsicana for trial owing to the fact that the grand jury which returned the bill of indictment against him was composed of thirteen persons.

The case of Abe House, colored, given life sentence at Dallas on charge of venue from Ellis county, convicted on the charge of murdering a Bohemian girl several years ago, has been affirmed by the court of criminal appeals.

In district court at Sherman James E. Bowlen, charged with the murder at that city last summer of James Smith, was declared by the jury to be guilty and his punishment fixed at five years in the penitentiary.

After lingering since the day before Thanksgiving, Joseph Sulph died at St. Joseph's hospital, Houston, from the effects of a knife wound. The affair happened at Hall's Bayou. His assistant escaped.

Charles Coplinger, a well-known stockman, was thrown from a horse near Snyder and so severely injured that he died from his injuries. The remains were taken to Fort Worth, his home and there interred. Deceased was well known all over the state.

KILLED IN WRECKS

CATASTROPHES ON ILLINOIS CENTRAL AND NORTHERN.

A Freight Train on the Pennsylvania Line West Through Bridge Killing Three. Two Deaths Caused by Train in Mississippi. The Other Deaths.

Rockford, Ill., Dec. 16.—Failure on the part of a conductor to obey orders is supposed to have been the cause of a head end collision on the Illinois Central, between Ironwood and Perryville, early Sunday morning, which resulted in six dead, two missing and eleven hurt. The two trains were the east-bound passenger train No. 4 and a through freight train from Chicago going west.

The trains met in a short bend in the track, both running at full speed. The smoking, express and baggage cars were piled on the locomotive, penning in the occupants of the smoker, which took fire. Only three of the half dozen in that car escaped. The others, if not instantly killed, were roasted to death, and their bodies along with those of the engine crews were consumed. All efforts of the survivors to reach the victims were unavailing. The flames drove them back at every point. The temperature was 20 degrees below zero and an icy wind was blowing across the prairie, the point where the wreck occurred being in a shallow cut, affording no protection. The injured were without hats and wraps and suffered terribly. By the united efforts of the survivors one car was pushed back from the wreckage to escape the flames and the wounded were placed inside. Two hours elapsed before any relief was at hand, then an engine arrived and pulled the car to Irene, three miles distant.

A relief train went from Rockford and arrived at the wreck twenty minutes later. In the meantime the injured had been brought back from Irene and were transferred to the relief train and brought to Rockford. All the injured are doing well except R. G. Wellman and Conductor Quinlan, who are in a critical condition. Wrecking trains are at work and the tracks will soon be clear. Six bodies were recovered from the debris which were charred beyond recognition.

Williamsport, Pa., Dec. 16.—A freight train of the Pennsylvania and Erie division of the Pennsylvania road went through the bridge spanning Lycoming creek, at 6 o'clock yesterday morning. Three lives were lost.

HOLIDAY EXCURSION

To the Southeast via Southern Railway Railroads in Arkansas, Texas, Indian Territory and Oklahoma Territory will sell round trip tickets over the Southern Railway to points in Tennessee, Mississippi, Alabama, Georgia, Florida, North Carolina and South Carolina, account Christmas holidays, at reduced rates. Tickets will be sold December 21, 22 and 23, 1901, limited to return thirty days from date of sale.

Choice of three routes are offered, either via Memphis, New Orleans or Shreveport.

Parties en route to their old homes in the Southeast and desiring fewest possible changes, should see that their tickets read via the Southern Railway. Schedules and equipment via this route are unexcelled.

For maps, schedules and other information call on nearest ticket agent, or write, C. A. De Saussure, T. P. A., Memphis, Tenn.; M. H. Bone, W. P. A., Dallas, Texas; J. M. Knight, T. P. A., Houston, Tex.

From Death

Olive, Texas, Dec. 16.—Ira Willard, a white man about 40 years of age, was found dead one and a half miles south of here yesterday. He was seen at Kountze late Saturday night, and it is supposed that while returning home he got down and froze to death, the night being very cold. The thermometer here registered 16 degrees below freezing yesterday morning. Mr. Willard had been working at the tie business for some time. He leaves a wife and child.

Paul Quinn College Burned.

Waco, Texas, Dec. 16.—The main building of Paul Quinn college, the negro school located in this city, was burned last night at 7 o'clock. The fire originated from a fire in the third floor and but for this a number of lives would have been lost. The third floor is occupied as a girls' dormitory, and only a few of the occupants were in the building at the time of the fire, the rest being at church. Two girls came near dying of suffocation, but were reached in time to be saved.

George Sealy Dead.

Galveston, Tex., Dec. 16.—George Sealy is dead. This news was brought here by a dispatch sent to his family by R. Waverly Smith, who, with others was accompanying him to New York when his death occurred. The message was sent from Rolls, Mo., and stated briefly that Mr. Sealy had died while on the train, and it is presumed that death was due to heart failure.

When it is stated that Mr. Sealy has for years been the leader in almost every enterprise of any magnitude in the city and a leader whose counsel was always safe, and whose name was sufficient to secure any amount of credit or cash desired for any purpose, some idea of the great loss sustained by the city in his death may be obtained. In addition to his standing in the financial world, his character and life were an example well worthy of emulation and his charity made him loved of all.

Has It In for Mr. Lodge.

London, Dec. 16.—The Saturday Review continues its campaign against the Nicaragua treaty. It declares that Senator Lodge's speech during the executive session of the senate December 10 should at least make it clear how complete is Lord Lansdowne's surrender to the United States. The Review holds that permission to fortify the canal exists, but that Senator Lodge, in order to win over "the more impudent believers in American almightiness," exaggerated the intention of the treaty, the broad principle of which the writer holds is perfect neutrality and opposed to any arbitrary act by the United States.

"But," the Saturday Review continues, "nine points of the law are with Senator Lodge. If the history of diplomacy has shown anything it has proved the absolute helplessness of broad principles and wide implications in dealing with unscrupulous politicians."

Large Death Rate.

London, Dec. 16.—The delays in the publication of the October and November returns from the concentration which were issued today were apparently due to the government's desire to accompany the announcement of the high death rate with official explanations. The blue book issued today shows 3156 deaths of whites in October, of which number 2636 were children and 2807 deaths of whites in November of 1901 were children. This makes the total number of deaths for the last six months 13,941, or a death rate approximated 253 per year per thousand.

Among the colored persons there were 1308 deaths in two months. The blue book contains the government's plans for breaking up the camps, as recently outlined by War Secretary Broderick, and the reports of medical officers, blaming the death rate on the filthy habits of the Boers, the concealment of diseases, the feeding of babies on meat, heavy dough bread and stewed black coffee and the admission to the camps of half-starved refugees riddled with disease.

Wholesale Compromise.

McKinney, Tex., Dec. 16.—There were twenty-two damage suits pending in the county court here against the Missouri, Kansas and Texas railway. The twenty-two plaintiffs alleged that, while traveling in the company's train last December, they caught colds in consequence of poor heating service of the road. The suits were all compromised today by the railroad awarding \$52.08 to each claimant. This is the largest number of railroad suits ever settled at one time before in this county.

Texas Oil Having Effect.

Pittsburg, Dec. 16.—Pennsylvania crude oil today dropped from \$1.30 to \$1.20, causing much speculation as to make this price. The cause of the break can only be surmised, as those who know will not talk. Among the causes given credence today are weakness in the refined market occasioned by complications in the foreign trade, and the fact that the Texas product will to a certain extent displace the oil now in use in the Southwest.

Train Broke in Two.

Eagle Pass, Tex., Dec. 16.—A south-bound freight train on the Mexican International railroad, running toward Jaral yesterday morning, broke in two, and the tail end, descending a grade with the engine of the southbound passenger train, badly smashing it. Several cars were wrecked, and the track was torn up considerably. Fortunately no one was seriously hurt. Trains both ways were delayed several hours yesterday and today.

THE SCHLEY COURT

THE ADMIRAL FOUND GUILTY ON ELEVEN COUNTS.

Dewey Signed the Report Only as a Matter of Form, but the Personal Bravery of the Commander of the Fleet is Acknowledged by the Court.

Washington, Dec. 14.—Washington went wild last night when the findings of the Schley court of inquiry were announced. The news had been expected hourly during the late afternoon and evening, and by the time the first extras containing the report made their appearance the public was keyed up to the highest pitch. There was practically but one opinion heard after the news became generally known. That was that the findings of the court were as unjust as were the persecutions to which Schley was subjected before he asked for an inquiry, and that the very fact of the result of the long and tedious trial being unfavorable to him would have the effect of raising him higher than ever in the estimation of the people who have watched and commended his course. Many kind things were also said of Admiral Dewey, whose supplemental report in favor of Schley will unquestionably do much in the way of regaining for him the public esteem he lost by his actions subsequent to his return after his victory at Manila. The names of Dewey and Schley were affectionately coupled, and had either of them appeared on the streets an ovation second to none of those of the past except as to the number of people participating, would have been given them last night.

It is freely stated by members of congress that the manner in which the inquiry has terminated will have the effect of causing a congressional investigation to be instituted.

Public feeling is all for Schley, and it is said that his friends will see that he is vindicated, even though he himself is not disposed to go any further in the matter.

Washington, December 14.—The report of the Schley court of inquiry was promulgated by Secretary Long tonight. There are two reports, Admirals Benham and Ramsey concurring in the first, which is signed by Admiral Dewey, and a matter of form, Admiral Dewey makes a separate report. The majority report condemns Admiral Schley on eleven counts, while Admiral Dewey sustains him in most particulars. The majority opinion finds in brief:

That Admiral Schley should have proceeded with the utmost dispatch to Cienfuegos and maintained a close blockade;

That he should have endeavored to have obtained information of the Spanish squadron there;

That he should have proceeded to Santiago with dispatch;

That he should not have made the retrograde movement;

That he should have obeyed the department's order;

That he should have endeavored to capture the Spanish vessels in Santiago;

That he did not do his utmost to destroy the Colon;

That he caused the squadron to lose distance in the loop of the Brooklyn;

That he thereby caused the Texas to back;

That he did injustice to Hodgson;

That his conduct in the campaign was characterized by vacillation, dilatoriness and lack of enterprise;

That his official reports on the coal supply were misleading and inaccurate; That his conduct during the battle was self possessed and that he encouraged by exposing his own person his subordinate officers and men.

Baltimore, Md., Dec. 14.—Isidore Raynor, chief counsel for Admiral Schley, showed keen disappointment when the findings of the court of inquiry were communicated to him. He announced that he would go to Washington as soon as his engagements would permit, and he will counsel Admiral Schley to fight the case to a finish by every appeal that is possible.

Embezzlers Arrested.

Birmingham, December 14.—On warrants charging embezzlement, George Morgan, president, and George Blinn, Jr., treasurer, of the Continental Surety Redemption company, for which concern a receiver was recently appointed, have been arrested. Morgan is charged with embezzling checks and money aggregating \$58,000, and Blinn with embezzling \$25,000. Both have given bond.

Improved Kites for Telegraphy.

New York, December 14.—William A. Eddy, who has just arrived in Bayonne, N. J., from Norwalk, Conn., has written to Mr. Marconi enclosing diagrams of an improved kite system for reaching a height of 3000 feet with Major Baden Powell's system of kites. He thinks this system will enable Marconi to send messages at least 1000 miles, because every increase in height has so far enormously increased the range of wireless telegrams. Should the receiving vessels 2000 miles out at sea also send up a receiving wire by means of a kite-storm flyers to a height of 3000 feet Mr. Eddy thinks the 1000-mile limit will be more than doubled. Major Baden Powell fastened one kite to the back of another when flying the kite tandem, but Mr. Eddy says that with the system of fastening radiating to a main line, the safety will be greater than with one kite, because if one kite gives out the others will sustain the apparatus.

Accidentally Killed.

Galveston, Texas, Dec. 14.—Alphonse Yery was crushed to death by the cars at 10 o'clock yesterday at pier 20. While engaged in checking the number of steel rails which were being loaded on the cars from the American steamship Northeastern he had occasion to pass between some cars which were already loaded and a string of empties, which were only a few feet apart. Just as he had gotten fairly between the cars a switch engine suddenly pushed the string of empties, catching Mr. Yery between the drawheads of two cars. His side was crushed and also one arm, and death ensued within a few minutes after the accident.

Blizzard in Wyoming.

Cheyenne, Wyo., December 14.—The blizzard now raging throughout Southern Wyoming is terrific. All trains are delayed from three to five hours and a general blockade is imminent. Great distress is reported by the sheep men of the Red Desert section and the losses will be large unless a break occurs within a few hours. At Frewen, Sweetwater county, a passenger train ploughed through a bunch of sheep huddling in a cut to keep out of the wind and over 500 of the animals are reported killed. They were hurled in every direction and buried out of sight in the drifts.

Distinguished Officer Dead.

New York, December 14.—Captain Jas. J. Meyler of the Engineer corps, U. S. A., died at his home at Newark, N. J., at an early hour this morning. His death was due to pneumonia, from which he had been a sufferer for three weeks. Captain Meyler was born in Newark and was graduated from West Point in 1886. For the last four years he was in charge of the harbor improvements at Los Angeles, Cal. Captain Meyler also mined San Francisco harbor during the Spanish-American war.

Storm King Blockades Britain.

London, December 14.—The storm which has been prevailing since yesterday has caused a telegraphic breakdown throughout the United Kingdom unequalled since 1881. Even this morning the north is practically cut off from the south, and many of the provincial towns are so snowbound that the courts have been closed owing to litigants residing in the country being unable to reach the towns. The gales in the channel are abating. A large Australian steamer, the Neriten, is on the rocks off Warren Point.

Railroad Man Suicides.

Dallas, Texas, December 14.—T. Colligan, 30 years of age, a switchman in the employ of the Texas and Pacific railroad, suicided today by shooting himself through the head. Colligan formerly worked for the Houston and Texas Central at Dallas. He had been drinking heavily for several days before committing his rash act.

Mrs. Bonnie Not Guilty.

Washington, December 14.—The jury in the trial of Mrs. Lola Ida Bonine, accused of the murder of James S. Ayres, Jr., the young census clerk killed in the Fenimore hotel last spring, returned a verdict last night of not guilty, after being out about four hours.

Killed and Robbed.

San Francisco, December 14.—Adolph Oppenheimer who was one of the principal witnesses against Theodore Durand, who was hanged for the murder of Blanch Dumont, was mysteriously shot and killed early this morning in his shooting gallery. Robbery was probably the motive, as a bag containing \$7.50 was taken from his place. There is no clue to the assassin.